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Communications relating to news should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.
All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.
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The China Mail.

HONGKONG, THURSDAY, NOV. 6, 1918.

DEATH-BLOW OF GERMAN MILITARISM.

It must be a staggering blow to a military nation like the Germans to receive an intimation that they can obtain the Armistice terms they have recently been asking for on application "in the usual military form" to the Generalissimo of the Allied armies in the field. When the German Government asked for an armistice, we can be quite sure it was with no idea that the only means of getting it would be "in the usual military form." Events in the theatre of war have moved rapidly since the German Government made its request through President WILSON. While the inquiries into the real significance of the constitutional changes recently announced in Germany were proceeding, the Allied armies in all the theatres of the war were striving their utmost to force a decision by purely military action, and they have succeeded. Their success in Palestine and Mesopotamia soon led to Turkey following the lead of Bulgaria, and the overwhelming victories gained by the Italians, with British, French and American co-operation, brought Austria-Hungary to her knees and the conditions of the Armistice she has just accepted are as drastic and as comprehensive as could be desired. Germany stands alone. Her armies, making their last desperate stand on the Western Front, are being relentlessly hammered, and the latest news is of their retreat on a grand scale. She can save them from annihilation only by the acceptance of the Allies' terms now; for the Armistices which have been arranged with Austria-Hungary, Turkey and Bulgaria, have not only released huge armies for service, if necessary, against Germany, but they enable these armies to be concentrated for an attack upon Germany from the South-East. Germany in short is now in such a position that she must accept, sooner or later, such Armistice conditions as the Allies do it necessary to impose. What these terms are will probably not be officially disclosed until the Armistice has been signed. Very likely all the conditions adumbrated in Lord NORTHCLIFFE's forecast will be included in the list, but it would be a mistake to regard that list as complete. It contains, for instance, no reference to naval terms beyond the replacement of merchant tonnage illegally damaged and destroyed. When we learn that the Armistice with Austria-Hungary requires among other things the surrender of her fleet, and when we are told that a British Naval representative will be associated with Marshall FOCH in the discussions with the German representatives who apply for the terms

TELEGRAMS.

ARMISTICE WITH AUSTRIA-HUNGARY.

(Continued from Page 1.)

V.—The existing blockade conditions established by the Allies and the Associated Powers shall remain unchanged. All Austro-Hungarian merchant ships found at sea shall remain liable to capture, save exceptions which may be made by a Commission to be nominated by the Allies and the United States.

VI.—All Naval aircraft shall concentrate and be immobilized in Austro-Hungarian bases to be designated by the Allies and the United States.

VII.—The evacuation on all the Italian coasts of ports occupied by Austria-Hungary outside their national territory, and the abandonment of all floating craft, Naval materials, equipment and materials for inland evacuation of all kinds.

VIII.—The Allies and the United States shall occupy the land and sea fortifications and the islands forming the defenses and dockyards and the arsenal at Pola.

IX.—Austria-Hungary shall return all merchant vessels belonging to the Allies and the Associated Powers.

X.—No destruction of ships or materials shall be permitted before evacuation, surrender or restoration.

XI.—All Naval and Mercantile Marine prisoners of war of the Allies and Associated Powers in Austro-Hungarian hands shall be returned without reciprocity.

MR. LLOYD GEORGE ON THE SIGNIFICANCE OF THE TERMS.

FOCH GIVEN SUPREME DIRECTION ON ALL FRONTS.

LONDON, Nov. 5.

In the House of Commons, after announcing the terms of the Austro-Hungarian armistice, the Premier emphasized that the most important point was that the terms gave the Allies free use of Austro-Hungarian territory and communications for the purpose of operations of war. In view of the fact that the events of the past few weeks had liberated all the Allied forces for a great converging attack on Germany, the full significance of the terms would be apparent to all. (Cheers.) He was glad to be able to announce that by a unanimous decision of the Governments concerned, Marshal Foch had been placed in supreme direction of the forces operating against Germany on all fronts. (Loud cheers.)

ARMISTICE TERMS FOR GERMANY.

GERMANY REQUIRED TO APPLY TO MARSHAL FOCH.

IN USUAL MILITARY FORM.

LONDON, Nov. 5.

In the House of Commons, Mr. Lloyd George announced that the Supreme War Council had considered the answer they should make to President Wilson, regarding Germany's armistice proposals, and had arrived at a complete agreement regarding the conditions, which had been transmitted to President Wilson, with a request that he would inform the German Government that if they wished to know these conditions they should apply to Marshal Foch in the usual military form. (Loud cheers.) If such application were made, it had been decided that a British Naval Representative would be associated with Marshal Foch at the Conference.

The Premier said: Whatever the German reply may be, the Associated Powers await the issue with perfect confidence. (Loud cheers.)

MARSHAL FOCH'S AUTHORITY.

WASHINGTON, Nov. 6.

President Wilson has informed Germany that Marshal Foch is authorized to receive the German representatives and to communicate the terms of an armistice to them.

A FAVORITE RUB-DOWN.

The golfer, the football player and the all-round athlete know the value of Chamberlain's Pain Balm. It is just the thing to rub down after a game. All persons suffering from rheumatism, neuralgia, toothache, headache, and all other pains, should have a trial of Chamberlain's Pain Balm.

BIG GERMAN RETREAT IN PROGRESS.

LONDON, Nov. 5.

Reuter learns that the Germans are retreating on a 70-mile front from the Scheldt to the Aisne.

We crossed the Franco-Belgian frontier between Valenciennes and Bapaume, captured the whole of Mormal Forest except the eastern edge, reached the western edge of Nouvion Forest and are two miles eastward of Guise and two miles south of Marle from where the line runs straight to Chateau Porcien.

The Americans, although within six miles of the Montmedy-Mezieres railway, which is the enemy's main lateral line, are out of touch with the main German forces.

It appears that a retreat on a large scale is in full swing.

THE EXCHANGE OF PRISONERS.

GREAT BRITAIN CONCEDES A POINT.

AMSTERDAM, Nov. 5.

While Germany has notified the Exchange of Prisoners Agreement, she announces that she is unable to agree to Great Britain's proposed amendment that non-commissioned officers and men of U-boats, interned in Holland and Switzerland, should not be included.

Judging by today's statement in the House of Commons, Great Britain apparently has not pressed this amendment.

INFLUENZA'S HEAVY TOLL IN SOUTH AFRICA.

CAPE TOWN, Oct. 31.

(Delayed.) The influenza death toll is as follows:—

Cape Town	7,500
Kimberley	4,500
Pretoria	1,000
Johannesburg	600
Stellenbosch	600
Durban	47

The coloured population suffered the most, but latterly many of the Whites have succumbed to septic pneumonia.

The outstanding feature of the epidemic has been the success of the vaccine from the Government Bacteriological laboratories, preventing pneumonia.

EARLIER TELEGRAMS.

THE WESTERN FRONT.

FRENCH COMPEL FURTHER ENEMY RETREAT.

LONDON, Nov. 5.

A French communiqué states:—Our repeated successes have compelled the enemy to carry out a fresh retreat at several points of the front.

With unwearied ardour we maintained close contact with the Germans. North-east of Guise we occupied Bergues-sur-Sambre, where 200 civilians were freed.

Along the whole front of the First Army we resumed this morning our attacks, and progressed between the Peron and the Serris.

We captured Bois-le-Forgy, and north of Sissonne we reached a line passing Froimont-Sugar Refinery, west of Autremencourt, Cuireux, Gonde-lancourt, and Machecourt.

Our advance guards, supported by artillery, are progressing.

Between Sissonne and Chateau Porcien we penetrated all parts of the Hunting position where the enemy was still holding out, forcing the enemy to withdraw.

Our advance is general between east of St. Quentin-le-Petit and the outskirts of Herpy.

AMERICAN ATTACK RESUMED.

LONDON, Nov. 5.

An American official message says:—The First Army resumed the attack this morning and, despite desperate opposition, forced crossings of the Meuse at Brioules and Clercy-le-Petit.

We are now developing a new line in heavily wooded and very difficult terrain on the heights eastward of the river between these points.

The enemy on the entire front is opposing our advance with heavy artillery and machine-gun fire, notwithstanding which we are making excellent progress.

We hold the west bank of the Meuse as far northwards as opposite Pouilly.

A CAPTURED GERMAN ORDER.

LONDON, Nov. 5.

A British official message from Flanders states:—

Among captured documents is an order issued by General von Mackensen on Oct. 19 in which he declared that the Ludendorff offensive line must be held at all costs.

WORST HAMMERING GERMANS EVER RECEIVED.

EULOGY OF ARTILLERY WORK IN WAR.

LONDON, Nov. 5.

Reuter's Correspondent at British Headquarters, telegraphing to-day, says:—

The Germans yesterday got one of the worst hammerings they have ever received. It has become a habit of speech to say that the enemy is still unbroken and unbeaten, but if things continue much longer at the present rate, we will suddenly awake to a realization that this statement has ceased to be true.

The Correspondent pays a great tribute to the artillery, whose share in the battle deserves to be recorded in gold. The tireless devotion with which they have followed up the infantry and the extraordinary efficiency with which they galloped into action, unlimbered, swung round and picked up ranges, often under shell-fire and upon gassed ground, was gloriously fine.

ITALY IN TO THE FINISH.

ROME, Nov. 5.

It is officially stated that Italy will stand by the Allies until Germany is defeated.

EXCHANGE OF PRISONERS.

GERMANY TO RATIFY AGREEMENT.

THE CHINA CONDITION ABANDONED.

LONDON, Nov. 5.

In the House of Commons, Sir G. Cave announced that Germany had agreed to ratify the recent Agreement for exchange of prisoners negotiated at The Hague; she having abandoned the condition regarding the Germans in China.

BOLSHEVIK GOVERNMENT WANTS PEACE.

COPENHAGEN, Nov. 5.

A message from Petrograd says the Bolshevik Government has handed to the neutral Ministers a Note for the Allies requesting the opening of negotiations for the conclusion of hostilities between the Allies and the Soviets.

The above report is not confirmed officially.

NATIONAL GOVERNMENT FOR RUMANIA.

PARIS, Nov. 5.

A message from Geneva reports a demonstration at Jassy in favour of the occupation of Transylvania.

The pro-Entente political groups are conferring.

It is reported that the Rumanian Ministry has resigned and it is expected a national Government will be formed.

THE SILVER MARKET.

LONDON, Nov. 5.

The Silver Market is unchanged.

LOCAL SPORT.

CRICKET.

HONGKONG CRICKET CLUB v. KOWLOON C. CLUB.

The following will represent the Club on their ground on Saturday, 9th November, at 2.15 p.m.—T. A. Pearce (Captain), R. M. Austin, P. de Camille, D. Donnelly, F. W. E. Evans, Capt. H. H. Gray, Major Hammond, M. M. Mass, Capt. H. E. Murray, F. Sattton and E. R. Thomas.

BILIARDS.

Entries for the Billiard Handicap at the Palace Hotel, closes on Saturday, 9th inst. A meeting will be held at the Hotel on Sunday, 10th inst., when all who have entered for the Handicap are invited to attend, to select Handicappers and transact other business in connection therewith. The prize is a gold watch and a hundred guineas at 1800 and 2nd prize is to be selected.

An exhibition game, 500 p.m. between Mr. J. Parkes and Mr. J. Gibson will take place on Sunday, the 10th inst., at 8 p.m.

SPY-PROOF LETTERS.

A spy-proof system of handling mail matter has been introduced by the American Red Cross, the official agency through which welfare messages are sent from Americans to persons in enemy territory.

About 200 such letters are sent daily from America. Anyone who wishes to send a message to a relative in Germany must write to a Red Cross office in America, where the writer is personally known. These messages are sent, properly certified, to the Red Cross headquarters in Washington, where the letter is cut down in length and its wording is entirely changed. Thus all chance of the use of a cipher code or of invisible ink is eliminated. The messages, moreover, are afterwards copied by the board, who pass or refuse them as the case may be.

INDIGESTION AND BILIOUSNESS.

YOU should not expect to stay in good health when you take a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Among captured documents is an order issued by General von Mackensen on Oct. 19 in which he declared that the Ludendorff offensive line must be held at all costs.

ACCIDENTS—WIFE HAPPY.

The painful fact is that in Baden a pair of lovers met in a fatal accident. The woman, who was the wife of a soldier, was killed by a shell fragment.

The woman, who was the wife of a soldier, was killed by a shell fragment.

BRITISH SHIPPING.

RUMOUR OF SENSATIONAL MERGER IN LONDON.

Another huge shipping merger involving some of the biggest British fleets is being discussed in London financial circles.

The lines mentioned are the P. and O., Royal Mail Packet, Cunard, and the International Marine Co. of New Jersey. In London it is believed that the P. and O. and Cunard, either jointly or with the Royal Mail Packet, will take over the British interests of the International Marine Co. Since the war commenced there has been an inclination on the part of British shipowners to combine, both for the benefit of the Empire and the shareholders. Big deals have taken place, with the result that the British mercantile marine is now controlled by fewer people than before the war.

The lead in that case was taken by the P. and O. which apparently set out on a very extensive programme of amalgamation.

If the merger now talked of is completed, the shipping of the United Kingdom will be practically in the hands of one great combine. In the last two years the P. and O. has acquired the following lines of steamers:—

British India	140 steamers.
New Zealand S. S. Co.	15 steamers.
Union S. S. Co.	78 steamers.
Hain Line	35 steamers.
Federal Line	15 steamers.
Norfolk Line	5 steamers.

The number of vessels controlled by the P. and O. is 188. The Cunard line, another included in the rumour, has also been getting into other companies, and only recently acquired the Commonwealth and Dominion Line. That deal gave the Cunard Line a chance to trade to Australia. The number of vessels in that circle exceeds 50, and includes some of the biggest liners afloat. Another company said to be on the list is the Royal Mail Packet, with a fleet of 60 ships. That gives a total of 368 steamers.

It is difficult to obtain the exact number of ships in the British section of the International Marine Company, but it is known that the Oceanic Line (37 steamers), Atlantic Transport (15 steamers), and the British and North Atlantic Co. (7 steamers) form part of the fleet. After one year of war the company had on its books a fleet aggregating 1,341,519 tons.

The capital that will be involved if the merger is successful will create a record deal. The P. and O. Co., with its acquisition, is one of the strongest in the world, and all the others are extremely wealthy. The following table shows the positions of the companies which will be concerned in the new arrangement:—

P. and O.	£2,633,291
Royal Mail	1,900,000
Cunard	5,500,000
Oceanic	2,191,740
Leyland Line	141,500
British India	1,637,200
Union S. S. Co.	1,000,000
New Zealand S. S. Co.	403,268

That list, though far from complete, gives a total of £20,542,116.

Some of the companies forming part of the big lines are not quoted on the London exchange, therefore their capital is not shown on the list.

WOOD AS SUBSTITUTE FOR COAL.

How far shall we be able to utilize wood as a substitute for coal in the coming winter? To burn it in conjunction with coal will hardly prove an economy, as it will tend to consume coal faster. And there are difficulties and dangers in attempting to make it the sole combustible. The grates in most houses are quite unsuitable for burning wood, and to employ them in such a way is to run a risk of setting the chimney on fire.

In countries where wood is used generally there are no grates, the hearth being on a level with the floor, and merely provided with a fire of burning wood, and to employ them in such a way is to run a risk of setting the chimney on fire.

A much better and safer substitute is chalk. Take 4lb. of chalk in lumps not above 1lb. each, make a clear fire of coal and place the lumps of chalk in the grate, as you would lay coal. The chalk will burn to a fine ash, and will be easily distinguished from burning coals. A few ashes or small coal thrown lightly on from time to time will keep up a clear bright fire all day. The same chalk may be used three or four days, when it becomes time, and manure for garden or allotments.

MOST THANKLESS POST IN EMPIRE.

Mr. Edward Short, K.C., as Chief Secretary for Ireland, goes to the most thankless post in the Empire. Such it has been, says a writer in the London Free Press, a quarter of a century ago Lord Harrington refused the office, and Gladstone sent his brother, Lord Frederick Cavendish, who was murdered in Phoenix Park. Forster then offered to return, but Gladstone preferred Sir Charles Dilke, who refused to go—and did not afterwards like to remember his refusal. Sir George Trevelyan went, walked into his room at the Secretary's Lodge, and on drawing a curtain found the blood-stained coat of his predecessor.

Boots on hire in Germany? A gentleman's life in South Germany is not a happy one. This is demonstrated in one way by an advertisement in a Baden newspaper.

A gentleman, who runs the advertisement, would like to hire a pair of boots for three weeks. Will pay five shillings per week.

The painful fact is that in Baden a pair of lovers met in a fatal accident. The woman, who was the wife of a soldier, was killed by a shell fragment.

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CHINA'S MORAL DEBT TO GREAT BRITAIN.

—

China's moral debt to Great Britain began in 1863, when General Gordon was sent to the Government to organize the Army and quell the Taiping rebellion, which raged from 1850 to 1864, and is estimated to have cost from 10,000,000 to 20,000,000 lives, in addition to causing incalculable monetary loss.

It was also during this rebellion that the reorganization of the Customs service was undertaken by British subjects who entered the service of the Chinese Government. This was undertaken at China's request, and it is on the efficient management of this internationally-controlled service that her credit rests. Further, to British obstinacy and enterprise China owes the inception of railways and modern mining.

As regards railways, Sir M. MacDonald Stephenson attempted, in 1863, to get a concession for building a railway from Shanghai to Soochow, now part of the Shanghai-Nanking Railway. This came to nothing, but in 1876 a 4-ft. 6-in. gauge line, 10 miles long, was built between Shanghai and Woonong, the mouth of the Yangtze River. This railway ran for a year, but was purchased in 1877 by the Government, who tore up the line and sent all the materials to Formosa, where they were probably, in part, utilized in the construction of the Formosan railways, of which 11 miles had been built in 1883, under the supervision of a British consulting engineer.

Also, in 1878, coal was discovered at Tongshan and Lini by Messrs. R. R. Burnett and J. M. Molesworth, and the foundation thus laid for what is now the Peking-Mukden Railway and the Kailan Mining Administration. For out of the transport needs of the mine arose the railway. The coal, in the first place, was transported from the mines over a mule tramway 7 miles long to the Luta Canal, where it was transhipped into junks for conveyance to the coast. However, by 1881, Mr. Kinder, who had in the meantime become general manager and engineer to the mine, managed to build a locomotive out of the mine scrap heap, and also to persuade the management that nothing very dreadful would happen, but that profit would accrue, if this engine was allowed to replace the mules. This last was a much greater feat than the first, and, of course, the locomotive proved a sound investment, and as nothing talks like money in China, it was only a step further to eliminate the canal altogether, and by 1888 the railway had been completed to Tonglin, a small port at the mouth of the Peiho, about 40 miles below Tientsin. By 1898 this railway had been extended west to Peking and east to 40 miles beyond the Great Wall by 1896.

Then, in the face of Russian opposition, came the British loan for the Zekai-Mural extension completed to Newchang and Haiminfu in 1904, since which time all progress, with the exception of the extension of the line into Mukden, has ceased, very largely as a result of Japanese opposition.

British engineers of the Peking-Mukden line also constructed the first 100 miles of the Peking-Hankow Railway in 1897-9, so that the Chinese undoubtedly owe all their initial education in railway and mining matters to the British, to whom they are also indebted for the adoption of the 4-ft. 6-in. gauge, and for the excellent standards of railway construction instituted by us.

From 1897 onwards, Belgian, French, Russian and German capitalists began to turn their attention to Chinese railway development, but ever since then we have taken a greater part than any other nation in this field, and though money has, of course, been made out of our transactions, we have never exploited the Chinese as did the Germans in the construction of their section of the Tientsin-Peking Railway. In fact, it has often been said that the British in the service of China have far too well as regards ensuring that the shall try in the cheapest and best market.

In addition, we played a very considerable part at one time in the reorganization of the Chinese Navy, and recently have taken the most prominent part in the reorganization of China's railways. China, therefore, practically owes all her early education in Western matters to us, who imparted the knowledge at considerable risk and great personal inconvenience. She should not be allowed to forget this, nor the power which the money invested in China gives us, and the right to be considered which our great trade confers. China is a country where plain speaking is extremely necessary at times, a fact which our diplomats are either ignorant of or are compelled by certain unknown circumstances to ignore. *Engineering.*

BOOTS ON HIRE IN GERMANY?

A gentleman's life in South Germany is not a happy one. This is demonstrated in one way by an advertisement in a Baden newspaper.

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4% FRENCH GOVERNMENT LOAN 1918.

PRICE OF ISSUE Frs. 70.80.

Bearing interest from the 16th October 1918; payable quarterly.

FREE OF TAXES.

Not to be redeemed for 25 years.

Subscription list will be closed on the 20th November 1918.

Bills and Bonds of the National Defense bought before October 29th are accepted in Payment.

Applications will be received by

THE BANQUE DE L'INDO-CHINE, (FRENCH BANK.)

PRINCES BUILDING, CHATER ROAD.

Where full particulars may be obtained.

A. SIRE

Asst. Manager.

Hongkong, 19th October, 1918.

4% FRENCH GOVERNMENT LOAN 1918.

(RENTE PERPETUELLE 4%).

PRICE OF ISSUE Frs. 70.80 yielding a net income of 5.65%. Bearing interest from the 16th October, 1918.

SUBSCRIPTION LIST WILL BE OPENED ON THE 20th October, 1918; and closed on the 20th November, 1918.

Further particulars on application to the

BANQUE INDUSTRIELLE DE CHINE,

5, Chater Road,

M. ROUET DE JOURNEL,

Manager.

CARS on HIRE

Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

Phone 977 & 2539

MERCURY GARAGE CO.

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Arrangements for Special Occasions

THE STANDARD OF EXCELLENCE AND RELIABILITY

HOWE SCALES

LARGE VARIETY OF VARIOUS TYPES IN STOCK.

MUSTARD & CO.

4, DES Vaux ROAD CENTRAL.

TELEPHONE 1186.

AGENTS IN POOCHOW, AMOY, SWATOW AND CANTON.

BRITISH

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATA
VIA PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer carrying His Majesty's Mails will be

despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and then transhipped to the oncarrying steamer for Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates and apply to

NOTICES TO CONSIGNEES

P. L. KNIGHT,
Acting Superintendent.
Hongkong, Nov. 23, 1917. 22

NIPPON YUSEN KAISHA.
—
NOTICE TO CONSIGNEES.
—

FROM EUROPE AND STRAITS.
THE Company's Steamship
"KAGA MARU,"
Having arrived from the above Port

Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWNS CO. Godowns at Kowloon, where each consignee

ment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th Nov 1918, will be subject to rent.
Damaged packages must be left in Godowns for examination by the Consignee.

and the Co.'s representatives at an appointed hour on **TUESDAY** and **FRIDAY**. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot

recognised. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA.
 Agents.
 Hongkong, Nov. 6, 1912.

NANYO YUSEN KAISHA, LTD.
(THE SOUTH SEA MAIL S.S. CO.)

NOTICE TO CONSIGNEES.

THE STEAMSHIP BORNEO MAIL
FROM JAPAN.
CONSIGNEES of Goods and Passengers

It is informed that all Goods are to be landed at their risk into the Godowns the HONGKONG and KOWLOON WHARF GODOWN COMPANY, LTD., at Kowloon whences and/or from the Wharves deliver

may be obtained.
Optional Cargo will be forwarded on
notice to the contrary be given before.
No claims will be admitted after
Goods have left the Godowns, and

All claims against the steamer must be presented to the Undersigned on or before the 7th Nov., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th Oct. 10 a.m.
No Fire Insurance has been affected.

Bills of Lading will be countersigned
DODWELL & Co., Ltd.
Agents.
Hongkong, Oct. 24, 1918.

AGENTS.
LONDON: H. K. & C.

Russell Street, W.C., F. ALGAR, L.
 12 Clement's Lane, Lombard Street, E.C.
 L.C., T. B. BROWN & Co., L.
 163 Queen's Road, Victoria
 CLARKE, SON & PLATT, 85, Gt.

church st. n.c., G. STREET & Co., L.
30 Cornhill, GORDON & GUTH, 15
Bride St., E.C. ROBERT WATSON,
Fleet Street, O. MITCHELL & Co., S.
Bul. Holborn Viaduct, n.c., D.

REEVE & Co., 18, Whitfield
 & Co., MATHES & CHOWHILL, Ltd.,
 11, 12, New Bridge St., &c.
 SCOTLAND:—FRY, L. SIMON, & Co.,
 1, St. David Street, Edinburgh.

PARIS AND EUROPE. MAYNOR & Co., 18, Rue de la Grange, Bat. Paris.
NEW YORK — T. B. Brown, La. Edgar Hall, West 42nd Street, N.Y.

YORK CITY.

SAN FRANCISCO and American Po
generally:—BEAN & BLACK, San Fr
class.

SOMMERS—BROWN & Co

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & JOHN, Auctioneers, Melbourne and Sydney.

CEYLON:—W. M. SMITH & Co., Auctioneers, Colombo.

SINGAPORE STRAITS, &c. — K
 & WALSH, Ltd., Singapore.
 PHILIPPINE ISLANDS — E. W.
 SON & Co., Manila.

SELANOHAI.—Messrs. KELLY & WAUGH
LTD.
TAPAN.—Messrs. KELLY & WAUGH LTD.
Kobe and Yokohama.

THE CHINA MAIL LTD
HONG KONG

